ward for the handles.

ractical Tandem.

the purchasers.

cago. Free riding school.

The ideal of perfection has been attained the construction of this beautful and

ractical Tandem. It is but nine inches

than the ordinary light safety. It is the lightest, strongest and swiftest wheel over placed before the public, and is meeting with

underfut success, having been approved by II. F. M. Russell, the state agent, 'as re-

ceived many orders for it, and in each in-stance has received letters of comment from

the purchasers. Mr. Russers store at 313 S. 15th, is the most complete and contains the finest line of strictly high grade

wheels from \$50 to \$150 carried west of Chi-

Whisperings of the Wheel.

The principal topic of conversation among

been the second annual Decoration day road

race, which will be run over the Dodge

street macadam road May 30 at 2 p. m. This-

fact was decided upon at a special meeting

of the clubs held in the Young Men's Chris-

last, and the amountement was received with a great deal of putisfaction, as up to

the time of the special meeting the race had been in deabt and the prometts were not the brightest. This was all owing to the fact that the local mercants and cycle dealers would not denote prizes enough to insure the success of the event. However

the prize committee, which was composed of Measts. Cox. Fitch, Lytle and Daxon, as-

a last effort, made a thorough canvass on Saturday and Monday of last week, and suc-

cased in working up intercet enough in the race to get a splendid prize list, even more than they had at first expected, therefore

start in order that the crowds may be

back so that they will not interfere with the riders as they did last year. The writer has made several frips over the course this

year, and it is in excellent condition, with the exception of one or two places, where

the road has been cut up in repairing cu!

places are not repaired, the Associated Cys-ling clubs will have it done, as it is their wish to have the course in repord-breaking

condition, and every effort will be made to put it in the best possible shape. One thing that should be looked into carefully is the Bandicapping, which has year was very bad, and it was not because the man who did it were incompetent, but

the men who did it were incompetent, but because they did not take the trouble to look

because they did not take the trouble to look up the unknown men that were entered and see just how they were riding. The result was that the race was practically a gift to the winner, and there were men placed upon

the scratch or near the scratch because they had got their names in the newspapers a

time or two by running second or third in

some race, and had therefore galacd more

or less reputation, when they should have

been given almost the limit. There are to-day novices training upon the course who

are riding as fast if not faster than some of our so-called champions, and these novices

will undoubtedly be given almost the limit, simply because they have never ridden in a

race, and unless a great deal of discretion :

used in the handicapping this race will be

and who should make it decidedly interest

ing are McCall, Gadke, Denman, Pixley, Ed

wood, Potter, Brewer, Gus Holton, Barnum

Hinesman, Brinsmead and others too numer

repetition of last year's, and instead of there being any close finishes the riders will come stringing in one at a time and it will not be a race, but merely a procession. Among the local fast men who are training for the race

ian association parlors on Monday evening

Mr. Russel's store at



Paterson, N. J., indicates that the beyele can spend on the trip. It is a mistake to will soon become a valuable adjunct to the undertake too much in the way of riding covered a man lying in the road ahead of work of it, but to extract from it as much them. He was bleeding and unconscious pleasure as possible. and, so far as they could judge, very serlously injured. They ascertained that the unconscious man was a fellow-wheelman who had evidently taken a header from the machine, for his bicycle was found near by

The nearest point at which medical assestance could be obtained was four miles distant and there was no way of getting the injured man there except by carrying him on one of the bicycles.

Young volunteered to do that and, aided by his friend, managed to get the injured man on his back. He rode at a fast pace and reached Belleville, the nearest town, in a few minutes, where the injured man was Not every rifer could accomplish such a

reputation of being an athlete, but holds thle contury record between Newark The "ki-vi" gun, which, all wheelme know, consists of a rubber bulb holding a pint or less of ammonia, and which is devoted manufix to teaching better manners to the dog that delights to bark and bite, has

perform a similar service to Mr. Smith's

merions investigation to the matter of carrying little children out for a ride on the bleyele, and claims to have discovered that the custom is not only perilous to infantile.

The cyclist, on the other hand, speeds to life in case of collision, but injurious to infantile health at all times. The society in-sists that the "rapid and unnatural motion affects the child's brain," and the wheeler in Illinois who offends against this conclusion of science will be prosecuted.

The bike is more dangerous than the buggy,

The bike is more danger was tall a basely, the street car, the railway train, the omnibus, or the steamboat. All travel has in it an element of danger. Many a chi'd has caught some contagions disease in a car, street or steam, and died in consequence. It is really more dangerous for a baby to take a trip by rail or in a close street car than a little ride on a bike. Mark Twain than a little ride on a like. Sark I wanted once made an argument to show that the most dangerous thing one could do is to go to bed, proving it by the incontestable fact that more people die in bed than anywhere else. The humane society might with greater justice tackle the deadly bed.

reconomics of national life, which must pro-foundly after everything. Already this year 12 is discovered the Thames is practically deserted. Where a year ago every bright May Sunday saw the river swarming with pleasure craft for twenty miles, a spectacle quite unique in Europe, you see now only what seems like a week-day casual gath-It is the dusty highway skirting the river which is now alive with humanity flying on wheels instead of dawdling lazily in punts. All England is suddenly devoured by the notion of rushing through the air by the notion of rushing through at a breakneck speed, and it forces one to wonder if, in a generation or two, this will not quicken and key up the slow Eaglish temperament to a quite unnatural pich. The Daily Chronicle recognizes the revolution by starting a regular cyclists' department in its columns. It says, doubtless with truth, hat bieyeling has become as important as literature or art. Its first article on the subject lays stress on the superiority of American models over the English ones, and warns the British makers that unless they gle that feat involves. Coasting down a long gle that feat involves. reduce the weight of their machines, which are seven pounds heavier than the bost American types, and adopt the American saddle and other improvements, they will lose the home market itself in competition with the Americans.

The manufacturer of the modern bleycle presents one of the most complex and deli-cate problems known to mechanics, says the Boston Transcript. The reason is that what scientists term the "factor of safety" is lower in the bleyele than in almost any other mechanical product. In high pressure guns, for instance, the fact of safety is even as great as twenty—that is, guns are made twenty times as strong as is theoretically twenty times as strong as is theoretically necessary for the strain they are to bear. In ordinary gums the factor of safety is twelve, in beliers it is about six, in bridges usually five and in almost every other form of machine it is at least four. Such wide margins of extra strength are deemed as an offset to errors in theoretical computation or defect in material construction. With the molern light construction in bicycles it. the modern light construction in bicycles it is reduced to a very small margin, being as low in instances as 1.25. Such being the case, it can be understood readily why the makers of standard high grade machines maintain a rigid system of inspection. In fact, every well-appointed bicycle factory has a thoroughly equipped testing department, in order that there may be no miscalculations or guesswork in the material entering the construction of their wheels.

Wooden handle bars are having a conwooden name bars are having a con-siderable vogue just now and promise to gain rapidly in favor. Indeed, the predic-tion is ventured by the New York Tr bune that in a year or two they will displace the metallic ones as completely as weeden rims have ousted those of steel. Some riders have long wanted weeden handle bars, but could not buy them. Now several manufacturers offer them for sale, although the eastern dealers do not seem to have a large supply on hand. The price in New York is \$2.50 to \$5 apiece. The chief advantage of them is that they absorb vibration. Wheelmen often complain of a numbness of the hands and wrists after long rides, and even after short ones over cobblestones. The wood arter short ones ever consistence.

Its springy, and prevents this after effect, as well as adding to the pleasure during the ride. Then, too, there is a saving in weight.

A wooden handle bar was found to weigh seventeen and one-half ounces, against twen ty-five and one-half ounces for the steel one which it replaced. This, however, is only a secondary consideration. There is, perhaps, little choice in strength between the two kinds. It is confidently asserted that any accident which would break a bar of elm or hickory would do serious damage to one of hollow steel, such as is in gen-eral use. The new handle bars are covered with cork where they are grasped by the

The ideal touring party is small-some think that two members are enough—and an even number is preferable to an odd one, since a division into pairs is most convenient on many roads. As little luggage as possible should be carried, and nothing that cannot be packed in one of the tourist bags made to fit in the bicycle frame. Tooks and repair kits are, of course, indispensable; so, too, is a lamp, for the parly may be delayed by some mishap and after-dark riding may become necessary. Allowance must always be made for foul weather, if the members of the party are think that two members are enough-and

A recent occurrence within a few miles of strictly limited in the amount of time the ambulance service. Hobert Young and a for detours to points of interest. The whole friend were wheeling home when they divides of a bicycle trip should be not to make

> Here is the way the New York Herald laures the bicycle business: teycle riders in the United States 4,030,000 iders in this city. 200,000 iders spend each year in caring for their wheels and on excurs

putable wheel manufacturers in 

reons employed in making bi-

Bycycle Hospital, 731 No. 16th street. THE BICYCLE AS A BOON.

What it Hes Added to the Pleasures

of Ordinary Life. Some one has figured it out that walking requires five times the exertish required to pedal a bleycle. In other words, to quite the Baltimore Sun, one can no twenty-five miles on a "bike" with the expenditure of power necessary to walk five. The padestrian carries himself, basides effecting localmotion, while the cyclist is carried by his wheel and expends his extendth only upon the forward movement. To be added to the dog that delights to bark and bite, has been tried with signal success on higher game. In a suburb of New York a robber on a wheel attempted to hold up with a revolver a Mr. Smith, whose only weapon was his "kleyl" gun, fastened on his handle bar. The robber shot a hole in one of the tires of Smith's wheel, and was starting in to similar service to Mr. Smith's but requires a strong will and becomes tire person, when the "ki-yi" got in action. In some. Agreeable pieces for walking are no about a minute the robber was feeling his in easy reach of the average city man. The about a minute the robber was feeling his way around the road with ensuch ammonia in his eye to blind a regiment, and when Mr. Smith rode away on the robber's wheel towing his ewn at his side, the robbed robber was floundering around in the dust, literally and figuratively biting it.

In easy reach of the average city man. The parks for the majority are dreary miles away and to be gained only by a long team, tramp ever brick pavements and street crossings of an uninspiring character. By the time the pedestrian reaches the green fields and body glens of the park he is in no condition to enlow anything. The num to-The Humane Society of Illinois has given condition to enjoy anything. The rura to

the park, or to the country, with a minimum of exertion, and arrives there fresh for the enjoyment of the beauties of nature. Movement is exhibitating, and not tiresome. The rider feels that he is "on the wings of the wind." Objects are passed so rapidly that he has his attention constantly diverted to correcting new, with the result that mental cares are forgotten. There is no surer means of resting a jaded mind than to give the body the occupation supplied by a five miles spin over an easy road. The wheel may claim the morit of bringing the present generation back face to face with nature.

The city youth is led by his wheel to spend a good part of his time on the road in the open air, in contact with the real facts of the material world, instead of mewing himself up in close rooms at billiards, drinking whisky or engaging in other desperate exwith greater justice tackle the deadly bed.

Those who imagined that bicycling was merely a temporary spasm confess themselves bewildered at the steadily multiplying evidences of their error, writes Harold Frederick London correspondent of the New finite wealth of leaf and flower on either Frederick, London correspondent of the New York Times. It is beginning to be realized hand, teach a refining lesson. Gliding in that instead we are in the presence of a solitude softly along the banks of a stream vast revolution in the manners, habits and on his slient wheel, the cyclist is reminded of the existence of sources of pleasure that involve no combat with others. To the ar-dent cyclist are revealed the delights of be-ing abroad in the early hours of the day. He may see the stately pageant of sunrise-a glorious spectacle, which few city folks ever

> If the wheel brings new and delightful ex periences of the charms of nature to the ity man, much more does it effect this object for the city girl, whose existence is apo have been still more artificial an onventional. Any one who sees a prett girl with glowing cheeks and eyes spark ling with pleasure, pedaling briskly, happy herself and a cause of happiness to the on looker, perceives at once that the wheel ha pened a new world to woman. She is a within vastly wider limits than ever before the may traverse the woods and feel the gle that feat involves. Ceating down a long incline, she experiences that delight of violent and swift motion, attended with danger, of which horrid man has till now had almost a monopoly. A new position has evidently been gained for woman in athletics s well as esthetics. She, too, may now go forth freely under the open sky, see nature at first hand and feel the exquisite pleasure of active muscular exercise. If something is added to her present happiness, that is a gain. If the wider scope of muscular activity afforded by the wheel also increases he ohysical well-being and makes a strong reature of her, that is a greater gain for which coming generations will rise up and

bless the blke. A Big Snap. Ak-Sar-Ben Cycle Co. will clean, adjust, oil epair punctures, tighten spokes and keep in cood repair (except replacing parts) your icycle for \$1.00 per month.

WHEELS IN HIS DAY.

References of Avon's Bard to the Wheel of His Time.

Shakespeare, it would seem, must have known something about bicycles, says the Washington Post, for throughout his plays e makes frequent references to the wheel must be that Hamlet's father had visted a bicycle academy, where beginners or the wheel were plenty, for his ghost said:
"What a falling off was there!"
This most excellent description is paralleled by another in the same play, in which reference is made to an accident, the new

oman of the early sixteenth century being evidently the greatest sufferer. The first player says: "Break all the spokes and fellies from her

Then the fool in Lear gives advice to coasters, of the merits of which the modern ider may judge for himself. He says:
"Let go thy hold when a great wheel una down hill, lest it break thy neck with

Even Cleopatra had her wheel. Antony advises her to mount it and seek Caesar, when he says:
"Of Caesar seek your honor, with your There were evidently bicycle thieves in

Howing it.

those days, and owners had to carefully guard their precious wheels. In "The Tempest" Alonzo says to the king:

We, too, my lord,
Will guard your person while you take your

And watch your safety.
In that same play Ariel undoubtedly heard
the king and his attendants coming on
their wheels, when she sang:

'Hark! Now I hear them; ding dong, There is no doubt that Achilles, in "Troilus and Cressida," traveled on a bicycle, for he says to his myrmidens: Attend me while I wheel

It is safe to assume that, as today the wheel is a never ending source of conversation, so was it at the time of Titus Androni-

Physician Tells What to Do in Case

of Accident. Two more common injuries of bleycle riders are contusions, fractures and Incerated wounds, writes a physician in the New York Journal. A bruide or contusion consists of an injury to the tissues in which the small blood vessels have been broken, allowing the escape of blood into the flesh and under the skin. Can it be obtained, the very best treatment for a bruise is with water as hot patient usually thinks necessary. Curiously enough, when hot waler is not obtainable, the next heat treatment is very rold water. The diquite between hot and cold water in the treatment of such injuries has ariser from a lack of knowledge of the fact that both are good, though we are strongly of the opinion that hot water is hetter than cold. If their is great pain the clothing may e saturated with landanum or with alcohol If the fall has been so severe that internal organs have been injured, the case teachys. Obself unusually into the management of the Remember the cardina principles of absolute rest in a recumbent position, wormth and stimulation. If the pa-tient is spitting up blood, or vomiting blood, there is nothing better than the amateur sur-geon can do then to keep him absolutely quiet and trust to nature to bring the hem-orrhage to an end. Homorrhages usually terminate spontane

ously, and there is really greater danger of prolonging them by meddling treatment, such as putting anything into the somach, than there is probability of accomplishing any

The facerated wound, that is, a wound with ragred edges, must usually heal, not by immediate union of its edges, or, as is called first intention, but by a more tedious process of throwing off the bruised organisms and the growth of new flesh and skin. The essential part in the case of such a ound is cleanliness and subsequent protec-on from infection. The wound should be thoroughly cleaned with water, preferably water that has been bolled. Then the wound oficuld be protected by a suitable dressing. Bandages can always be successfully improvised from handkerchlefs.

Injuries received in bicycling are almost always bruised wounds, and hemorrhages ould very seldem be a serious complication mitably adjusted dressing, at the place where the bleeding is, will meet the majority of cases. Should the bleeding be very severe from a limb, and not controlled by those means, you may apply a tourniquet by circling the limb with a bandage, and then twisting this with a stick thrust beneath it until the blood can no longer flow into the

limb from the body. It is important that fractures of the bones should be properly cared for. The serious-ress of the injury depends first upon the question whether in addition to the breaking of the bone the fleet has been so injured that air can enter. All that is necessary is that the broken fragments of bone should be placed and held in their proper position, and in a definite length of time, which differs for different bones, they will become firmly When a fracture has taken place it is recognized by the pain and the fact that the limb will been at a place where naturally it should be stiff, and by a deformity caused by the misplaced bone. A fractured limb should be supported by temporary splints. Splints can be made from almost any kind of a stick. can be made from almost any kind of a stick which should be theroughly padded by wrapping around with some soft material and then bound along the side of the limb. The splints should always be long enough to exend over and beyond the joint above and

When a person is thrown and lands upon the head there is very likely to be for a lime unconsciousness. This may be due to a simple jarring of the brain, which for the a simple jarring of the brain, which for the time being prevents it from acting, or it may be due to a fracture of the skull, or a upture of a blood vessel which has given ise to a blood clot pressing on the brain. Medical aid should be summoned in this and all other injuries as soon as possible. In the meantime the patient should be placed upon his back, the head raised, the clothing locs ened and then there is little more to be done until the nature of the case can be do

Card to the Public.

The Overman Wheel Co. of Chicopee Falls, Mass., makers of the Victor bicycle, are the pioneer makers in America of the present universal type of the safetly bicycle, and they have been pathfinders along the line of substantial improvements ever since. The Victor bicycle is not a mongrel; it is a thoroughly the control of the control o Victor breyers is not a moon and regis-oughbred. Its pedigree is known and regis-tered. From tires to saddle, from rims to post, from crank to bar, from balls to grip, post, from crank to bar, from balls to grip, the Victor is made in one factory. The Over-man Wheel Co. guarantee every part and every piece of every part. The Victor rider in referred to no other maker for the guarantee of any part of his machine. The Victor is famous the world over as a bicyc e with lines and curves mechanically correct, tires most durable and resiliant. saddles, rims, hubs, spokes, all one and inseparable from the perfect unity and individuality of a bicycle, original in its design, strong in its bicycle, original in its design, strong in its construction, of light draft, and durable in its wearing qualities. H. Hardy & Co., The 99-Cent store, 1319 Farnam street, are the exclusive agents in Omaha. The general agent will be in the city for about a week and he will be pleased to explain the points peculiar to the Victor.

BICYCLE HINTS.

Advice of Value to Beginners and to Veterans.

Very few people who cycle are willing to idmit that there is anything about a wheel which they do not know, and yet there are some simple bits of knowledge which are often forgotten and which yet should be kept constantly in mind. Of course, every one knows, says the Designer, that the weakest part of the spokes is where the ends are in-serted in hub and wheel. In tangent spokes the strain is removed from these places and transferred to the point at which the spokes cross. But if the wire which binds the spokes together becomes loose the great ad-vantage of the tangent spokes is lost, and the strain, instead of being on the wire tie, is again at the hub and rim, the spokes are more apt to break and the rim to buckle. Yet, in a moment of thoughtlessness, even an experienced rider is apt to take a pair of tweezers and remove the tie if it becomes

All amateurs should be very wary in the of enameling their wheels them-It looks easy, but any one who has tried it knows better. Perhaps the most tedlous part of the work is removing the old enamel, which has to be scraped off with great care, and the surface rendered as smooth as possible. Then, again, getting the enamel at just the proper degree of con-sistency is not easy. If it is too thick it cakes, if too thin it runs, and then, poor

How many of us have greated over the labor of pumping when a drop of oil on the piston rod would have changed the aspect of things, and how many more of us have walked weary miles because, before beginning a ride, we neglected to try every
nut and see that it was tight! The bad
effects of dirty ball bearing are a familiar
grievance, and yet if the caps on the oil
holes are kept if place there will be a
perceptible difference in the friction.
A very good lubricator for muddy weather
is a simple application of castile soap, applied—like any stick lubricant—on the inside of the chain. Perhaps the greatest advantage of this plan is that, after a ride on
country roads, a simple application of cold walked weary miles because, before be

country roads, a simple application of cold water will remove the soap and the mud The subject of health and cycling has been about done to death, but there are a

Incumio of Syracuse and Adriana, which runs thus:

A chain, a chain, do you not hear it? What the chain?

No, not the boil.

The availability of wheels in dangerms service its illustrated in "Coriolamia," when the winder measurager cays to Combinus. Spies of the Voices Held me in chase, that I was forced to wince!

The for availability of successive and the service its illustrated in "Coriolamia," when the winder measurager cays to Combinus. Spies of the Voices Held me in chase, that I was forced to wince!

The first of which Shakespeare wrote was evilently filled with hir, instead of air, and occur its esfer was of importance. In "Much Ado About Nothing," Margaret says:

I like the new tire within excellently, if the hir were at thought browner. Poucks prophetic remark about placing a girll browner. The may I set the world on wheels.

Surely this prophecy has been fulfilled.

Bycycle Hospital, 721 No. 16th street.

AID FOR INJURED WHEELMEN.

Physician Tells What to Do in Case of Accident.

AID FOR INJURED WHEELMEN.

Physician Tells What to Do in Case of Accident.

AID FOR INJURED WHEELMEN. Dramio of Syracuse and Adriana, which runs few simple remedies which cyclists should one to mention, and they are already show

\$100.00

out the air and stop the pain while for deeper wounds arised or this may be used.

When specifing of graceful riding not one person in a hundred seems to realize how much the fit of the wheel has to do with track. to arrive during the coming week, and will begin training at once on the old fair grounds

n easy appearance. The height from sad-le to pedal, for instance, is extremely im-ertant. Wheels ofme with 21, 23, 25 and McCall and Pixley have applied to the state racing board for a sanction to establish state records June 2 to 14. They will make the trials at the aid far grounds track if the sanction is granted, and hope to make pertunt. Wheels ofme with 21, 23, 25 and 29 inches length in this particular, and if a man with a 29-inch stretch has a machine allowing of only 2f inches he cannot ride with grace. Phirchasers should comember this and should rry the machine when astionary, for, although the saidle may often be raised, this is not apt to cause one to some good records both tandem and single.

Now that the League of American Wheel men recognizes professional riders and controls professional events, we may look for the sport to advance greatly and its popular-ity increase wonderfully. In years gone by when professionals were allowed to fix races divide prize money, etc., they received a black eye which they recovered from only last fall, when the Longue of American Wheelmon first began to control all classes riders in the country sent in their requests to be transferred to the professional ranks where, when a prize value of \$100 appeared upon the program of a race most, it meant that the rider who won would get \$100 of the coin of the realm, while when he was a class B man he was in luck if he could sell his \$100 prize for \$50 cash. This year the race meet programs are made up principally of professional races, which undoubtedly will bring out a larger field of starters and sdd The principal topic of conversation among interest to the events, as a msn will ride ocal wheelmen during the jast week has much harder to win and exert himself a seen the second annual Decoration day road great deal more when there is a targe amount creat deal more when there is a targe amount cash in eight than he would for a metal clock or prize of that class. So with this fact in view Manager Marilis of the Charles Sirect Dicycle park has decided to pay par ticular attention to professional events dur-ing the coming season, which he will open with a six-day two hour and a half per de with a six-lay two hour and a nat per day race, starting Monday evening, June 1. So far he has received the entries of such fast men as Maxwell of St. Louis, Becker and Hanson of Minneapolis, Madden of Des Moines, Holton, Reading and Hall of Chaha ugh to while he expects to receive the entries of overver Frederickson, Mockett and McCall and sev-mposed eral others within the next week. With such field of flyers as this we may reasonably expect to see some records fall.

Here at Last. There has always been more or less com-plaint, among the wheelers, that their cripples could not be properly repaired in Omaha. when the committee presented its report at the meeting Monday evening it took but a for Davis & Cowgill Iron Works, 1591 Jackshort time for the delegates present to de-cide uranimously that the race should be son strest, decided to put in a complete bi-cycle hospital. A large part of the second held. Local rating men and wheelmen who anticipate riding in the race began training on the course Tuesday, and each evening door has been set aside for wheels and here every modern mechanical appliance for reon the course Tuesday, and each evening now between the hours of 5 and 7 p. m. the course is lined with these aspirants for racing honors, and they are many. Almost all of the riders who competed in last year's road race will enter, and these, along with returned to the factory. One look into this returned to the factory. One look into this room will convince any one that at last many new riders who are anxious to test their speed, will make a field of starters Omaha has what she has long needed, a com worth going a long distance to see ride. The committee hopes to be able to induce the plete bicycle repair shop. Enameling equal to the best will be done; in fact, no poor work will be permitted and all can depend Missouri Pacific Railway company to run a

> is poisoned by constipation? Had blood means bad health and premature old age. DeWitt's Little Early Risers, the famous little pills overcome obstinate constipation.



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The steadily increasing demand for our selection of Bicycles has strengthened our belief in the motto: "The best is none too good."

MUNGER

heads our family. "Pixley wins on a Munger," will be the common expression this summer. Of all the racing wheels ever built keep your eyes on the WORLD; the approaching six-day race will justify the assertion, Our wheels will also be well represented in the Road Race.

Keep with us if you wish to ride in front. Will Barnum & Bro.,

Salesroom 122 and 124 N. 15th St., OMAHA.

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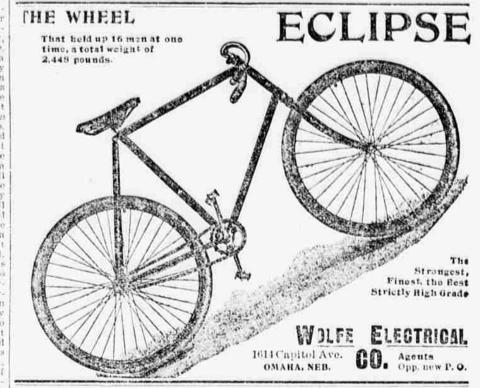
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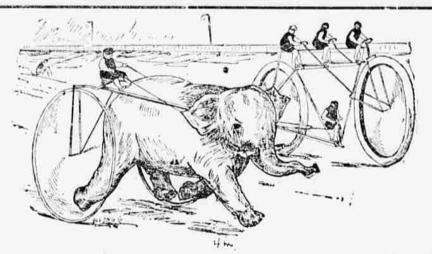
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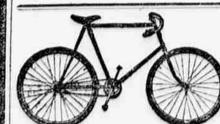
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